

BUSINESS OF THE RAILWAYS

Decided Increase in Shipments of Freight Over Indianapolis Lines.

Grain and Live Stock Moving Eastward and Fruit and Vegetables Coming from the South—Pennsylvania Earnings.

The increase in loaded car movement at Indianapolis for the week ending July 23 is still further augmented by an increase of 75 cars in the week ending July 26, and while there were fewer loaded cars received and forwarded last week than the corresponding week of 1892, it will be found on comparing the week ending 1892 and 1893 that there were, respectively, in those years 975 and 489 fewer loaded cars handled than last week. East-bound there was a more active export movement, shipments of grain being the heaviest of any week in some months, while the live stock shipments were very fair. The shipments of staves and heading are large for July; in other classes of freight but little is doing. West-bound business is at a minimum and lighter than usual, owing to the shutting down of so many iron works in the East and the light shipments westward of anthracite coals and coke. In local traffic there has been an improvement the last week, and it has forced the roads to re-employ part of the clerks and freight handlers who were laid off the first of the month. At the present time the large quantities of fruit, melons and vegetables are being handled, which makes a good deal of activity about the yards and the city freight depot. The street improvements are making a good deal of business locally; fifty to sixty carloads of stone elements are being handled daily, besides the many carloads of asphalt, and it was noticeable the last week that increased quantities of coal and lumber are arriving. That local traffic is heavier than ten days ago is admitted by all the men about the city freight yards and yards, and from this on further improvement is probable. Below is given the number of cars received and forwarded as compared with the corresponding weeks of the preceding two years:

Name of Road.	Loaded cars, 1892.	Loaded cars, 1893.	Loaded cars, 1894.
L. N. & C., Air-line.....	329	401	338
L. D. & W.....	342	417	339
L. E. & W.....	564	586	609
(L. E. & W. & C.).....	742	677	485
Fenn's lines.....	591	712	395
Peoria & Eastern.....	1,310	1,547	1,437
Peoria & Eastern.....	1,000	1,280	583
Big Four.....	1,406	1,465	1,720
Lines.....	1,561	1,902	1,710
Vandalia.....	2,061	2,044	1,790
Totals.....	10,142	17,946	14,394
Empty cars.....	4,582	4,353	4,322
Total movement.....	20,724	22,279	18,716

The Western Lines in the Lead. The June statement of the Pennsylvania lines is attracting a good deal of attention, being the more striking on account of the large net earnings, which show an increase over June, 1892, of \$647,000 in round numbers, which shows that the orders to cut down expenses, issued in May, were heeded. It will be noticed that the increase in net earnings, \$484,399, was made on the lines west of Pittsburgh. All lines of the Pennsylvania Railroad Company east of Pittsburgh and Erie, which show an increase in gross earnings of \$189,057, a decrease in expenses of \$70,355, an increase in net earnings of \$259,412, and a decrease in net earnings of \$366,482. The six months ending June 30 show an increase in gross earnings of \$1,109,965, an increase in expenses of \$1,211,067, and a decrease in net earnings of \$1,107,923. All lines west of Pittsburgh and Erie for June show an increase in gross earnings of \$444,429, an increase in expenses of \$20,811, an increase in net earnings of \$423,618, and a decrease in net earnings of \$407,785. The six months ending June 30 show an increase in gross earnings of \$563,369, an increase in expenses of \$1,044,628, an increase in net earnings of \$519,341, and a decrease in net earnings of \$423,333.

Freight Notes. On Saturday last the Big Four handled on the system 5,005 loaded cars. Five thousand is considered a good movement. The Peoria & Eastern is beginning to make a better traffic exhibit. Last week on both divisions a total of 3,245 cars were handled, and 1,899 were loaded. The manner business keeps up with the Cincinnati, Hamilton & Dayton, is quite a surprise. Last week the road handled at Indianapolis 1,833 cars, 878 being loaded. Freight traffic with the Vandalia last week touched the lowest point in many months, bringing into Indianapolis but 897 and forwarding from here but 704 loaded cars. The Big Four on Thursday last handled on its ten divisions 23,135 passengers, and of this number 4,256 were carried on the Chicago division and 4,021 on the Cincinnati division. In the week ending July 29 the Big Four handled at Indianapolis a total of 11,451 cars, 8,917 being loaded. This is an increase over the number handled in the preceding week of 677 loaded cars. Traffic with the Pennsylvania lines is light except on the Indianapolis & Vincennes. Last week the four lines handled at Indianapolis but 5,150 cars, 3,714 being loaded. The lines are handling a much larger per cent. of empties than usual, which in due time means increased business.

Personal, Local and General Notes. John G. Williams, general manager of the Vandalia, has gone East. C. E. Schaff, secretary of President Ingalls, spent Sunday in the city. M. E. Ingalls, president of the Big Four, has gone to Hot Springs, W. Va., to be absent a week. A. J. Kirk has been appointed freight and ticket agent of the Vandalia lines at Vandalia, Ill. The Vandalia, for the time being, is cutting down its expenses in the way of reducing grades, straightening curves, etc. George Prescott, superintendent of motive power of the Vandalia, is building two switching engines entire at the shops in Terre Haute. W. S. Baldwin, formerly general passenger agent of the Monon, now in New York, spent Sunday in the city, the guest of his brother, J. D. Baldwin. The new hall which the Logansport division of the Brotherhood of Locomotive Engineers is to occupy is nearing completion, and the division claims it will have the finest hall in State. Charles H. King, agent of the Canada Southern line at Louisville, will, on Aug. 1, assume charge of the Cincinnati agency of the line, vice A. R. Ladley resigned, in addition to his present charge. Herman Speidel died at Ft. Wayne on Saturday last. He had been in the shops of the Pennsylvania Company thirty years on the day he was taken ill. Anthony Spindel, of this city, an electrician, is a son of the deceased. An instruction car is going over the Queen & Crescent system instructing engineers, firemen and trainmen generally in the operations of the Westinghouse air brake and the use of the electric headlight, which is being put in service on that road quite extensively. Wm. Greene, the coming general manager of the Cincinnati, Hamilton & Dayton, passed through the city on Saturday en route to Chicago, to close up matters preparatory to taking hold on the C. H. & D. It apparently having been settled that he is to be the general manager of that property. The Pennsylvania continues to cut down expenses on its Western lines. The train dispatcher's office at Crown Point has been closed. At a number of points where more than one operator is employed one or more men have been dropped, and those in charge of yards have received orders to cut

down expenses sharply. As freight traffic is increasing it is more than likely that the check will now be placed on dismissing men. The projectors of the Terre Haute, Saylor Springs & Mount Vernon road are moving in a manner which indicates that the road will be built. Much of the right of way has been secured, and on Friday the company filed articles of incorporation at Springfield, Ill. The capital stock is \$2,000,000.

A day or two ago General Manager Dodge, of the Missouri Pacific, received a personal letter from S. H. H. Clark, president of the Union Pacific, who is still sojourning in the mountains of Pennsylvania, in which Mr. Clark stated that his health was improving slowly but surely. His wife and son are now with him.

Train 17, over the Big Four, consisting of eleven cars, was hauled yesterday from Cincinnati to Indianapolis by one of the ten-wheel Schenectady engines in two hours and fifty-one minutes, depot to depot. The train left Cincinnati late, after waiting on connections, the Chesapeake & Ohio turning over to this train 177 world's fair passengers.

How little a figure the real value of a road cuts in its stock quotations is evidenced in the recent tumble of the stock of the Evansville & Terre Haute. It fell to \$70 per share. On the very day that the break occurred the annual statement showed that the road had earned \$312,392 above its operating expenses and fixed charges, enough to pay an eleven-per-cent. dividend on its stock.

The Louisville, New Albany & Chicago earned in the third week of July \$26,000, an increase over the corresponding week of 1892 of \$1,838. Since July came in there has been a serious falling off in freight earnings, which has had more than offset its operating expenses and fixed charges in passenger revenue. Since June 1 there has not been a week that less than \$11,000 increase in passenger earnings was shown, and the week ending July 26, 1893, at the last annual meeting of the general baggage agents a committee was appointed to canvass the matter of charging for the carrying of baby carriages and bicycles, and a report has been made making the handling of a baby carriage equal to 250 pounds of freight, and bicycles even more. The report recommends the charging of fifty pounds excess on baby carriages and one hundred pounds on bicycles. It is thought the general passenger agents will approve and adopt the suggestion.

Frank Reed, general passenger agent of the Monon, was in the city Saturday, and, in conversation, said he was much disappointed in the action the Western lines had taken regarding rates to the Grand Canyon. He thought it was unwise, and meant a loss in revenue which could just as well have been secured. He said he would not be surprised if some of the lines gave the rate which the Central Traffic and Chicago and Ohio River Traffic Association will—one cent per mile—before the Grand Army people begin to move.

LAZOR DAY ARRANGEMENTS.

Armstrong Park Will Probably Be the Place—Agreement with the Musicians.

Almost the entire time of the Labor day committee of the Central Labor Union yesterday morning was spent in considering the differences with the musicians and the probable result will be the satisfactory adjustment of all the differences that have heretofore existed between the two. There was a spirited discussion as to what ought to be required of the musicians. The delegate of that union said that he was authorized to pay to the central body the sum of \$50 to be used towards defraying the expenses of the Labor day demonstration if the central body would accept this as a reparation of any loss heretofore sustained on account of the union. The committee refused this offer, and a resolution was adopted by which the committee agreed to adjust the differences with the union if the latter would pay to the central body one-third of the cost of Labor day music, which amount would be used to pay for the music of those unions which furnished their own bands. The union was anxious to grant this, but they would not charge exorbitant prices for the Labor day music, and that all members of the union not under engagement on that day would march in the parade. The delegate from the Musicians' Union expressed his approval of the terms, and said that he thought that his union would accept them, and the grievance committee was ordered to draw up a contract in accordance therewith, to be presented to the union for its ratification. The communication from the street-car company was read, offering to give \$100 towards defraying the expenses of the day if Armstrong's Park was selected as the grounds for the exercises. No definite action was taken upon the selection of the grounds, but it is probable that the offer of the street-car company will be accepted. Delegates were admitted yesterday from the freight handlers, woodcarvers and encaustic tile layers.

CITY NEWS NOTES.

George Thompson, the "Kansas City Kid," who wants to fight any 122-pound man in the State, is being trained by John Champion at Charles Zimmerman's place on East Washington street.

F. M. Barnard, the Panhandle express messenger who was seriously injured in St. Vincent's Hospital, and will be dismissed from the institution within the next few days.

The barn on the rear of the premises at No. 192 North Meridian street was swept away by fire yesterday morning. The origin of the fire is supposed to have been incendiary, but no clue to the person who fired it has been discovered. The property was owned and occupied by W. H. Vajen.

Committee at Large.

To the Editor of the Indianapolis Journal: I would suggest that a committee of reputable citizens be commissioned to visit the gentlemen named below and request the use of their names in connection with the nomination for councilmen at large. If the convention is called before the result will be as usual. Certainly six men chosen from this list would be satisfactory.—Henry C. Burns, Frank Vonnegut, Thomas Chandler, N. S. Bryan, Captain William or Dan Wiles, Dr. Becker, James S. Cruise, Fred Kneller, Hon. Richardson M. G. Staley, D. B. Shideler, Fred Baggis, John L. Glover, L. S. Gordon, R. K. Syfers, Ed L. Williams, J. C. Adams, A. B. Gates, W. L. Tucker, Col. Oran Perry, Chapin C. Foster, A. P. Hendrickson, Joseph Stamba, A ticket headed by any six from that list would be sure to win. ANTI KING. INDIANAPOLIS, July 30.

The Court Record.

SUPERIOR COURT.

New Suits Filed.

James Slaughter et al. vs. Samuel Owens et al.; mechanic's lien. Room 2.

Edith B. Marindale vs. Flora A. Kealey et al.; to foreclose mortgage. Room 1.

William Millard vs. Moses K. Fatout et al.; damages; demand, \$5,000. Room 3.

Circuit Court.

New Suits Filed.

James R. Kouth, Administrator, etc., vs. Matilda Jackson; to enforce vendor's lien. Joseph W. Lant and Laura Lant vs. The Emerson-Moore Desk Company; to foreclose mortgage and for receiver.

They Stole Shoes.

Ed McGraw and James Walters, ten-year-old youths, residing, respectively, in the Cleveland Block and at No. 22 McCauley street, were arrested by patrolman Thorne, yesterday, for stealing a pair of shoes from a south Illinois street firm. The boys were passing the store and discovered that one of the front windows was slightly raised. A pair of shoes lying near the aperture proved too great a temptation, and they fled.

Fired by Unknown Parties.

The stable in the rear of the residence of J. H. Vajen, at No. 136 North Meridian street, was fired by unknown parties about 10 o'clock yesterday morning and damaged to the extent of \$300. The firemen expended hard work in preventing the flames from communicating to other property.

Patrol Is the Real Cause.

Rochester Democrat and Chronicle.

The Sherman law was passed in the summer of 1890. During the first two years and

a half of its operation the country prospered. In the first four months and a half of Cleveland's administration financial stringency and business depression have reigned. These facts do not prove that the Sherman law is an ideal measure, but they do show that it is not chiefly responsible for present troubles. The real cause of mischief is distrust of the party in power and fear that the tariff is to be reformed by enemies of the protective system.

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed.

Pensions have been granted the following named Indiana: Original—Isaac E. Benbow, Samuel Low, Benjamin Thorn, Increase—Adolph Schult, Henry W. Faith, James Taylor, Felix G. Woods, John H. Amick, Reissue—John M. Bowles, Original—Sidney L. Smith, John B. Harts, John H. Brown, Zareda J. Trovillo, Lydia Dykes (mother), minor of Enoch Wood.

TO RESIDENTS OF ILLINOIS.

Original—George S. Burtner. Additional—Robert Carriere. Original widow, etc.—Minor of David T. Carter, Sarah Isabel Hoos, Samantha J. Potter, Georganna Bullock, Sarah C. Anteb, Anna L. Jenkins, Maria G. Eitzel, Margaret Hittman, Mary J. Dorsey.

"Working Girls."

"Are your cheeks pale?"

"Your eyes dull, and step heavy?"

"Does your back and side ache sometimes terribly?"

"Are you at times faint and dizzy, with pain in the lower part of your stomach?"

"Do you watch the clock, and wish the day would end, as you feel ill, and so tired. If so, listen! Standing all day, week in and week out, you have slowly drifted into woman's great enemy, displacement of the womb."

"That or some other derangement of the organ, causing irregularity and other troubles."

"Take warning in time! Lydia E. Pinkham's Vegetable Compound is the surest and safest remedy in the world for you!"—Miss Sallie Palmer, Juniata St., Nictown, Pa.

All druggists sell it. Address in confidence, Lydia E. Pinkham Med. Co., LYNN, MASS. Mrs. E. Pinkham's Liver Pills, 25 cents.

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PARAGON TYPEWRITER RIBBONS, FINE LINED TYPEWRITER PAPERS, and MISCELLANEOUS SUPPLIES.

—STENOGRAPHERS FURNISHED—

MACHINES RENTED.

Wyckoff, Seaman & Benedict, INDIANAPOLIS BRANCH, Telephone 451. 34 East Market Street.

EDUCATIONAL.

Indianapolis Business University.

Leading college of business & shorthand. Branches in New York, Chicago, St. Louis, Cincinnati, and other cities. Graduates receive diplomas from the University of the City of Indianapolis. Entrance examination given on application. Tuition free. Address: HEED & OSBORN, Chicago, and New York.

Girls' Classical School.

Twelfth year opens September 22. Prepares for college or work. The school is conducted by THEODORE L. SEWALL, M. A., and WILLIAM WRIGHT SEWALL, INDIANAPOLIS. The school is located at 67 Maple street, Chicago, and is open to all girls. Address: HEED & OSBORN, Chicago, and New York.

BOYS' CLASSICAL SCHOOL.

The next session will begin on MONDAY, SEPT. 11, at 783 North Delaware street, where beautiful rooming houses are maintained. Boys prepared for HARVARD, YALE or any institution of higher learning, as well as for business. More than thirty cars given to the school. Address: HEED & OSBORN, Chicago, and New York.

Harcourt Place Seminary, Gambier, O.

Has inaugurated a course of study that is widely commended by the best of the average girl. Catalogue, containing full information, and a book of Gambier views, will be sent to applicants who mention where this advertisement was read.

CAYUGA LAKE MILITARY ACADEMY, Auburn, N. Y.

Advantages: A well disciplined school. Experienced teachers. Location near Cornell University. Term begins Sept. 14, 1893. For illustrated circular, address or ALFRED K. MCALPINE, A. M., Principal.

WILLISTON SEMINARY—PREPARES BOYS for college or scientific school. New laboratory with electrical plant. All buildings heated by steam. Fall term opens Sept. 7, 1893. Address: Rev. WM. GALLAGHER, Principal, Eastampton, Mass.

NEW YORK MILITARY ACADEMY.

COL. J. J. WRIGHT, U. S. A. M., Cornwall, N. Y.

NOTICE.

GRAND ENCAMPMENT BONDS. On Tuesday, Aug. 1, next, the city of Indianapolis will issue bonds to the amount of \$100,000 for the purpose of raising money to pay the interest on the city bonds. The bonds will be sold at 100 cents per \$100, and will mature on the 1st day of August, 1894. Persons wishing to invest in these bonds will apply to V. M. Beckus, treasurer, at the city hall, Indianapolis, Ind., on or before July 29, 1893.

WILLIAM WESLEY WOOLLEN, City Comptroller.

BUSINESS DIRECTORY.

CIGARS AND TOBACCO.

P. L. CHAMBERS, JOBBER OF TOBACCO, Manufacturer of the celebrated JUDGE CIGAR, 59 NORTH PENNSYLVANIA ST.

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BRILL'S STEAM DYE WORKS. For sale and lease of machinery. Fine steam dyeing cleaned equal to new. 35 Massachusetts Avenue and 92 North Illinois street, Indianapolis, Ind.

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DENTIST. E. E. REESE, 24 1/2 East Ohio st., bet. Meridian and Penn.

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ATKINS, E. C. & CO., Manufacturers and Repairers of CIRCULAR, CROSS CUT, BAND and all other Saws, Belting, Emery Wheels and Mill Supplies. Illinois street, one square south of Union Station.

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BELTING and SAW EMERY WHEELS, Specialties of W. B. BARRY Saw & Supply Co., 132 S. Penn. St. All kinds of Saw Repairing.

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ABSTRACTS OF TITLES.

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ELLIOTT & BUTLER,

Hartford Block, 84 East Market Street. ABSTRACTS OF TITLES.

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21 Thorpe Block.

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WILLIAM PIRLLE HEROD, ATTORNEY AT LAW, COUNSEL IN PATENT MATTERS.

To Rooms 14, 15, 16 & 17 Fletcher's Bank Building.

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DR. J. H. MANVILLE, OFFICE—78 North Illinois street. Calls promptly answered day or night. Special attention given to diseases of women. Electricity and massage treated. Lady assistant. Hours—9 to 12 a. m.; 2 to 4, and 7 to 8 p. m.

DR. J. A. SUTCLIFFE, Surgeon, OFFICE—95 East Market street. Hours—9 to 11 a. m.; 2 to 3 p. m.; Sundays excepted. Telephone 914.

DR. ADOLPH BLITZ, Room 2, Odd Fellows' Building. PRACTICE LIMITED TO Eye, Ear and Throat Diseases.

DR. BRAYTON, OFFICE—26 E. Ohio; from 10 to 12 and 2 to 4. RESIDENCE—308 East Washington street. House telephone 1470. Office telephone 1444.

DR. E. HADLEY, OFFICE—12 North Pennsylvania street. RESIDENCE—270 North Delaware street. Office hours, 9 to 11 a. m.; 2 to 3 p. m.; 7 to 8 p. m. Office telephone, 302. House telephone, 1215.

DR. SARAH STOCKTON, 227 NORTH DELAWARE STREET.

DR. C. I. FLETCHER, RESIDENCE—670 North Meridian street. OFFICE—369 South Meridian street. Office hours, 9 to 10 a. m.; 2 to 4 p. m.; 7 to 8 p. m. Telephone—Office, 907; residence, 427.

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SPECIFIC MEDICINES.

IN ALL CHRONIC DISEASES. One week's trial treatment.

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COPY OF STATEMENT OF THE CONDITION OF THE CONTINENTAL INSURANCE COY.

On the 30th day of June, 1893.

Located at Nos. 100 and 102 Broadway, New York City, in the State of New York.

After May 1, 1894, the address will be 45 to 48 Cedar street.

EDWARD LANSING, Secretary. P. C. MOORE, President.

The amount of its capital is \$1,000,000. The amount of its capital paid up is \$1,000,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash in banks and trust companies, and on hand \$378,000.00

Loans on bond and mortgage (on real estate worth \$245,000) 128,250.00

Loans on stocks and bonds (market value \$10,000) 8,000.00

Bonds and stocks owned by the company, bearing interest at the rate of 4 per cent, as per schedule filed, market value 4,524,083.00

Real estate owned by the company 488,187.84

Premiums in cash 728,718.78

Interest and dividends (payable this date) 62,896.99

Rents accrued 4,189.37

Total assets \$8,340,170.14

LIABILITIES. Losses adjusted and not due \$115,900.00

Losses unadjusted 241,711.00

Losses in suspense, waiting for further proof 33,094.00

Reserves for contingencies 100,000.00

All other claims against the company 120,338.48

Amount necessary to reimburse outstanding risks 3,108,900.00

Total liabilities \$5,701,803.48

The greatest amount insured in any one risk is \$100,000, but does not as a rule exceed \$5,000.

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office. (SEAL.) In testimony whereof, I hereunto subscribe my name and affix my official seal, this 21st day of July, 1893. J. O. HENDERSON, Auditor of State.

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